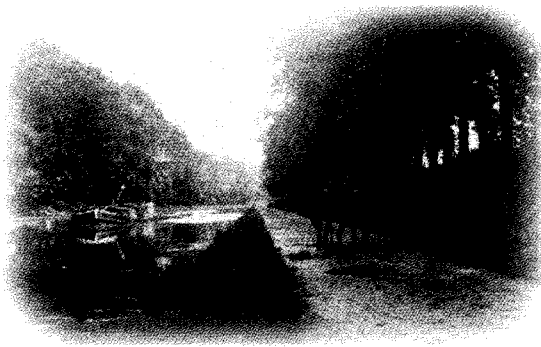

An Amendment to:
the Washington Township Comprehensive Plan

BROAD RIPPLE VILLAGE PLAN UPDATE



BROAD RIPPLE VILLAGE PLAN UPDATE:

AN AMENDMENT TO THE WASHINGTON TOWNSHIP COMPREHENSIVE PLAN

**Adopted May 7, 1997
97-CPS-R-003**

**Department of Metropolitan Development
Division of Planning
Indianapolis - Marion County, Indiana**

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An Amendment to the Washington Township Comprehensive Plan

**BROAD RIPPLE VILLAGE
PLAN UPDATE**

I. BACKGROUND



I. Background

Broad Ripple Village is at a pivotal point in its development, with its business district as the fulcrum. At one end is Broad Ripple's historic development as a pedestrian-oriented "village." At the other is the changing commercial mix of the business district from specialty retail and neighborhood commercial to traffic-intensive uses drawing people from a broader market area. Several key development initiatives could quickly tilt the balance to the detriment or benefit of Broad Ripple Village.

The following document gives the Metropolitan Development Commission and Broad Ripple leadership further guidance on how to integrate these divergent forces; it amends the *Washington Township Comprehensive Land Use Plan (1993)*, a later refinement of the *Broad Ripple Village Neighborhood Plan (1986)* "Land Use" and "Parking" recommendations. The *Broad Ripple Village Neighborhood Plan Update* (the "Update") in no way vacates prior work on Broad Ripple Village. The 1986 *Broad Ripple Village Neighborhood Plan* still serves as a comprehensive reference. In particular, the design¹ and parking² guidelines still influence land use decisions until other amendments are made. This *Update* should be referred to for guidance on land use decisions and strategy on parking.

Scope

This land use amendment is part of an overall redevelopment effort currently underway. Broad Ripple leadership has identified a diverse array of issues facing the community, such as housing, public safety, parking, public services, and preserving/celebrating the natural environment. *Appendix A: Broad Ripple Village Objectives (1996)* summarizes the Broad Ripple community's strategic plan for the area. Citizen leadership should work in partnership with the appropriate government, non-profit and for-profit organizations to make the overall plan a reality. However, what follows will address these issues as they pertain to land use decisions (*section II*) and parking (*section III*).

The Update will also be limited in geographic focus. The major forces of change are concentrated within the Broad Ripple Village commercial district: Compton Street/ White River to the east, 62nd Street to the south, N. College Avenue to the west, and 67th to the north. In analyzing variances since 1970, only 10% have occurred outside the commercial district, primarily along N. College Avenue between Broad Ripple Avenue and Kessler Boulevard. Recommended changes from the 1993 Comprehensive Plan and suggested parking strategies will concentrate on the commercial district.

History of the Process

During 1993, the Department of Metropolitan Development revised the *Washington Township Comprehensive Land Use Plan*. At that time, Broad Ripple Village leadership indicated a desire

¹ *Broad Ripple Village Neighborhood Plan*. "Appendix E: Broad Ripple Village Recommended Standards for Development." Indianapolis, 1986.

² *Broad Ripple Village Neighborhood Plan*. "Appendix G: Broad Ripple Parking Guidelines." Indianapolis, 1986

for additional community focus. At about the same time, the announced closing of the structurally unsound parking deck above the Central Canal was seen as a perceived threat to the commercial district's continued growth and promised to further exacerbate many problems. Given the complicated dynamics and unique character of the district, Broad Ripple Village warranted special study and a new approach.

The comprehensive planning initiatives done in 1994 gave community leadership clarity as to the goals and priorities for comprehensive revitalization. In June of 1994, the Department of Metropolitan Development, in cooperation with Ball State and Purdue Universities, convened a two-day design charrette. Broad Ripple leadership outlined their future vision for Broad Ripple (*Appendix A*). Top of the list of priorities was addressing the shortage of parking during the evening weekend hours. From 1995 through 1996, the Broad Ripple Village Association (BRVA), representing the leadership of the community, enlisted the assistance of the City to focus on parking. The proactive efforts of local leadership and City officials, primarily the Department of Capital Asset Management, have created more parking spaces than those to be lost with the demolition of the parking deck within two to four years. By the end of 1996, with parking initiatives well underway, local leadership refocused attention on other land use and design planning in an effort to:

- ◆ preserve the unique mix of low-intensity residential and commercial uses where this pattern has been established while limiting commercial encroachment into solidly residential areas;
- ◆ strengthen pedestrian and other non-motorized linkages between commercial, residential and recreational activity centers within the village; and,
- ◆ better mitigate the negative impacts that occur when more intensive commercial uses are introduced in an established urban center circumjacent to natural and residential areas.

Given the complex and interrelated land use planning issues facing Broad Ripple Village, the need for an update to the overall plan became timely once again.

Overview of Issues

The viability of Broad Ripple as a place to shop, be entertained and live is due to its sense of place: a pedestrian-scale "village" character³ accented with the natural features of the Central Canal, White River and Monon Trail. As an outgrowth to Broad Ripple's walking-village history, the commercial district of the 1970s catered to local residents. Economic success, accelerated during the 1980s and 1990s, has attracted a more traffic-intensive commercial mix, primarily restaurants and nightclubs which draw patrons from all parts of Marion and nearby counties. Evidence of the Village's inability to accommodate the growth of more traffic-intensive uses can be seen in the dearth of parking for day and nighttime patrons of the commercial core south of the Canal. Addressing the core issues of maintaining Broad Ripple Village's unique sense of place while accommodating the commercial market dynamics demands updating the comprehensive land use plan (section II below) and addressing the parking issue (section III).

³ For the purpose of this *Update*, "village character" describes an older urban district having a mix of established residential and business uses within walking distance of each other. Often housed in one and two story structures abutting the pedestrian walkway, the commercial business offer goods and services mostly to the neighborhood residences. Such districts also have limited off-street parking options.

An Amendment to the Washington Township Comprehensive Plan

**BROAD RIPPLE VILLAGE
PLAN UPDATE**

II. LAND USE



II. Land Use

Many of the land use dynamics present in Broad Ripple Village stem from the influx of larger restaurants, bars, and nightclubs. Two key effects are the impacts on nearby residents and the “village character” itself. Higher intensity eating and drinking establishments draw patrons from well beyond the neighborhood borders, spilling parking congestion, noise, litter and late night traffic into the solidly residential areas to the south during their peak evening hours. Ironically, these higher-intensity businesses that find success, in part, through Broad Ripple’s unique sense of place dilute that very character by increasing the amount of car traffic and demand for parking lots during evening peak operating hours. Future land use decisions should contain and accommodate commercial activity within the commercial core and ensure compatibility with the urban pedestrian character that makes Broad Ripple Village unique.

Commercial market energy south of the Canal and augmented investment at the Indianapolis Arts Center at Broad Ripple Village’s northern end have also spurred the conversion of the once residential homes south to 62nd Street and north of the Canal to more commercial uses. A commonplace land use pattern in these residential areas east of North College Avenue and south of 67th Street is residences existing side-by-side with converted residential structures now used for office/service and specialty retail uses. The mixing of residential and commercial uses gives Broad Ripple its unique identity and appeal, in part, because the abutting office/service and specialty retail uses have still maintained the residential appearance of the structures. This well-established pattern of office/service and specialty retail uses north of the Canal makes mixed use more appropriate north of the Canal. However, any further commercial encroachment south of 62nd Street would be seen as a threat to the solid residential neighborhood.

Preserving and enhancing the “walking village” character not only garners broad-based community acceptance but also becomes the foundation for integrating growth into an established urban neighborhood. Two initiatives underway in Broad Ripple compliment and enhance the Village’s identity: proposed improvements to the Central Canal and the Monon Trail Greenways Corridor. As pointed out during the charrette and cited in a 1994 parking study⁴, the Central Canal currently acts as a physical and psychological barrier between the commercial uses located to the north and south. Few links across the canal has two significant impacts:

1. The continued real and perceived division differentiates the size and type of retail and office business north and south of the Canal.
2. It inhibits pedestrians from taking advantage of the recreational, shopping, cultural and parking opportunities north of the Canal.

A proposed conversion of the parking deck above the Canal into a community gathering place and pedestrian thoroughfare could strengthen the connection between the Monon Trail, Indianapolis Arts Center and commercial district south of the Canal and thereby expand parking options for businesses south of the Canal.

The Monon Trail is a key “pedestrian river” linking the region to the major destination centers of Broad Ripple: the White River, the Central Canal, the commercial core and residential

⁴ *Broad Ripple Village 1994 Parking Study*. Indianapolis: Walker Parking Consultants/Engineers, Inc., p. 11.

community. The opening of the Monon Trail brings a potential economic boon to the commercial district⁵ and further strengthen its “walking village” character. Moreover, people drawn to the recreational activities centers found at the Indianapolis Art Center and other places along the White River can also be viewed as potential patrons to the commercial district south of the Canal⁶. The economic impact from the attraction of users of the Trail and recreational activity centers has the potential to benefit the entire Broad Ripple commercial district if Trail patrons can easily walk to the commercial centers north and south of the Canal. However, for the economic benefit to be evenly distributed throughout the district and parking to be efficiently accommodated, an environment facilitating non-motorized access to different commercial, recreational and residential centers needs to be cultivated.

Land Use Recommendations

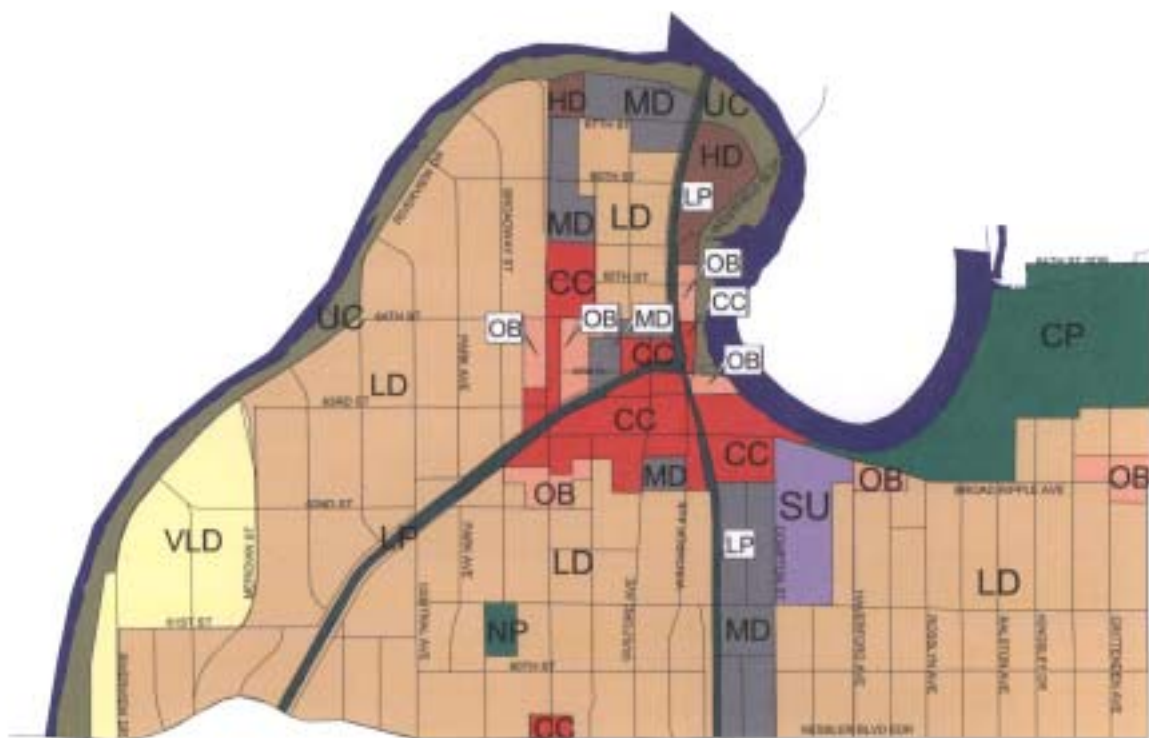
The land use recommendations follow from these best efforts to incorporate growth within Broad Ripple’s unique character and natural features. *Map 1: 1993 General Land Use Plan* presents the general land use categories adopted in 1993 for Broad Ripple. *Map 2: General Land Use Update* depicts the recommended general land use changes for the Broad Ripple. The portion of Broad Ripple that is the focus for this amendment has been split into study “areas” for the purpose of analysis. *Map 3: Study Areas* delineates these areas discussed in greater detail below⁷ as well as an overall change found in multiple study areas.

The one general land use change applying to more than one study area involves the floodplain area along the White River. The *Washington Township Comprehensive Plan* called for “Urban Conservation” (UC) general land use classification for primarily the levee area along the White River. Through the Indianapolis Greenways initiative, the Indianapolis Parks Department currently oversees and manages recreational activities in much of the territory defined as “Urban Conservation.” The *Update* reflects the Parks Department’s management and presence of recreational activity along the White River levee area by changing the general land use classification to “Linear Park.” The remainder of the *Update* changes are explained by looking at each study area.

⁵ Detailing the potential economic development impact is beyond the scope of this document. Graduate students at Indiana University and Purdue University at Indianapolis have recently completed a detailed count on current Monon Trail usage. A merchant survey on the Trail’s impact gives some indication of its economic development potential. Please refer to: *Indianapolis Greenways Use and Management Project*. Data and Management Report. Graduate Planning Work Shop Team, School of Public and Environmental Affairs, Indiana University-Purdue University at Indianapolis. (c) December 20, 1996.

⁶ *1997 Current Projects and Status*. Indianapolis: Indianapolis Parks - Indianapolis Greenways, Ray Irvin (Manager), February 1997.

⁷ Unless specifically addressed in the text and *Map 2* or *Map 3*, the *1993 Comprehensive Land Use Plan for Washington Township* illustrated in *Map 1* remains in effect for the balance of Broad Ripple Village.



Map 1: 1993 General Land Use Plan

Commercial/Special Use	Residential	Park and Conservation	Other
■ Commercial Cluster (CC)	■ High Density (HD)	■ Community Park (CP)	— Roads
■ Office Buffer (OB)	■ Medium Density (MD)	■ Linear Park (LP)	— Central Canal
■ Special Use (SU)	■ Low Density (LD)	■ Neighborhood Park (NP)	■ White River
	■ Very Low Density (VLD)	■ Urban Conservation (UC)	



Map 2: General Land Use Update

Commercial/Special Use

- Commercial Cluster (CC)
- Office Buffer (OB)
- Neighborhood Shop.Ctr.(NSC)
- Low Density Mixed Use(LDMU)
- Special Use (SU)

Residential

- High Density (HD)
- Medium Density (MD)
- Low Density (LD)
- Very Low Density (VLD)

Park and Conservation

- Community Park (CP)
- Linear Park (LP)
- Neighborhood Park (NP)
- Urban Conservation (UC)
- Monon Trail /Tow path (LP)

Other

- Roads
- Central Canal
- White River

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Area 1: Support the development of commercial uses that cater to the surrounding residential districts at key intersections along N. College Avenue through the "Neighborhood Shopping Center" general land use classification and C-3 zoning.

- ◆ N. College Avenue has the carrying capacity to handle more traffic-intensive commercial uses between 62nd Street and Riverview Drive. Currently, traffic flows freely, with little slowdown except at key intersections. The Metropolitan Planning Organization traffic projections to the year 2007 show traffic flow along this section of N. College Avenue to be only slightly slower⁸. The clustering of commercial uses at key intersections makes for efficient traffic flow and shopping convenience for local residents.
- ◆ Concentrating the gas stations, dry cleaning and convenience services within a compact district helps contain strip development, uncharacteristic of commercial development of Broad Ripple and incompatible with the abutting residential districts.

Area 2: Reflect the recent expansion of the Indianapolis Arts Center and the residential ownership in Area 2 by changing the "Medium Density Residential" general land use classification to "Special Use: Indianapolis Arts Center" and to "Low Density" residential.

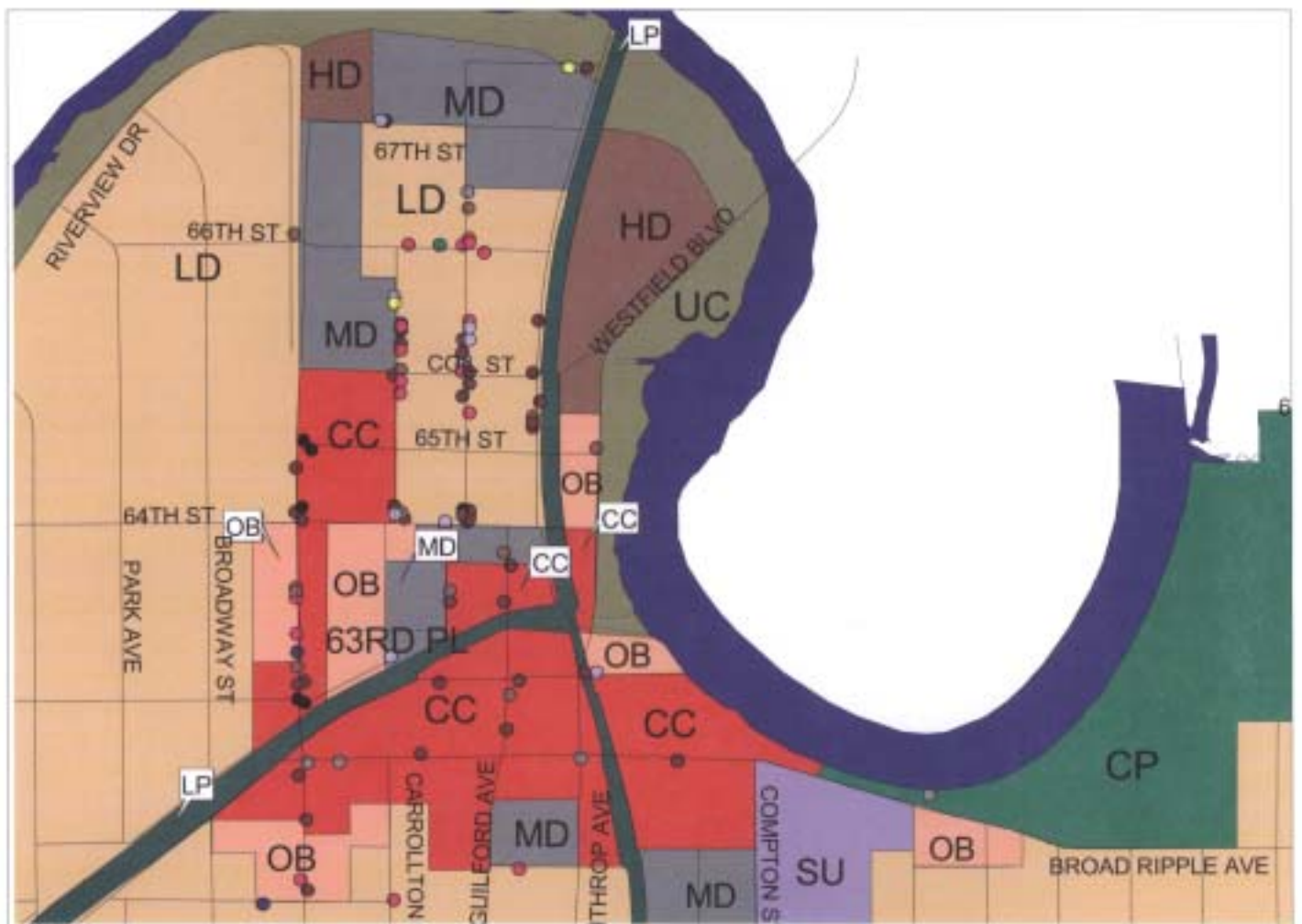
- ◆ In 1996, the Arts Center campus recently completed an expansion including a new 40,000 square foot facility and two parking lots south and east of the building. The grounds extend to Cornell Avenue.
- ◆ The Arts Center serves as a significant public center, combined with the White River, serves as a natural northern terminus to the Broad Ripple Village neighborhood.
- ◆ Single-family residences exist north of 68th Street whose deeded property lines extend to the White River. That portion of the private residential property in the floodplain along the White River shall remain Urban Conservation. Future plans to connect the Greenway Trail behind the Art Center to the Monon Trail will involve running the trail through the Art Center property.

Area 3: Encourage a mix of residential and office/ service and specialty retail north of the Central Canal to 67th Street and between N. College Avenue and Westfield Boulevard by changing the general land use classification to "Low-Density Mixed-Use" for all Area 3.

- ◆ Part of Broad Ripple's market appeal stems from the close proximity and intermixing of residential and commercial uses. This intermixing does not lend itself to making comprehensive plan recommendations specific to only one general land use classification. The closest parallel to the type of land use pattern found in this area can be seen in the Regional Center in the area defined as "Medium-Density Mixed-Use." "Low-Density Mixed-Use" appropriately describes the pattern of land development in Broad Ripple Village, an older urban commercial center like Regional Center, yet with lesser intensity of development.

⁸ In technical terms, the current traffic volume to roadway capacity ratio -- defined as street's "level of service" -- for N. College Avenue between 62nd Street and Riverview Drive is "level of service" (LOS) A. The 2007 volume to capacity ratio is forecasted as LOS B.

-
- ◆ Although this amendment recognizes already existing multi-family apartment complexes in D-9 residential zoning districts in Area 3, the historic residential development pattern has been 5 units per acre or less on average. Given the lack of street access, on or off-street parking, and other off-site externalities of apartment complexes on single family residences, new residential development should follow the low-density residential pattern.
 - ◆ With regards to commercial uses, the intensity of uses should also reflect historic development patterns, similar to those of C-3C zoning. Limited traffic mobility between N. College Avenue and Westfield Boulevard, north of the Canal, help to constrain the intensity of uses best suited north of the Canal. The north side can best support office and then some small specialty retail. The south, with better traffic mobility, can support slightly higher traffic-generating uses, although the lack of parking and relatively small leasable spaces limit the size and scale of commercial uses south of the Canal.
 - ◆ This amendment emphasizes that any new construction, residential or commercial use should be harmonious in intensity, height, bulk, setback and architectural style with the surrounding residential and commercial structures; it further encourages the local leadership to develop design guidelines for residential and commercial new construction.
 - ◆ The recognized expansion of commercial uses should be drawn away from stable homogeneous residential neighborhoods into areas that have had at least a decade of transition to a mixed use. Tracking the granted use variances since 1970 shows Area 3 transitioning from residential to office/ retail over a decade ago. *Map 4: Use Variances 1970 - 1985* and *Map 5: Use Variances 1986 - 1996* depicts each use variance granted for any conversion as a colored dot on the 1993 Comprehensive Plan map. The large number of office and retail dots in the area indicate that the market demand for the residential structures in this area changed from medium density residential to office and specialty retail. By 1986, the conversion of this area had been well established (see *Appendix B: History of Variances 1970 to 1996*).
 - ◆ At this time, no change in zoning classifications for Area 3 is recommended. The level of development review and public scrutiny required under the current variance process for land use changes in Area 3 helps ensure that future commercial development is compatible with the overall character and scale. This *Update* calls for local leadership to develop design guidelines to better clarify community design goals and standards.



Map 4: Use Variances 1970 - 1985

Commercial/Special Use

- Commercial Cluster (CC)
- Office Buffer (OB)
- Neighborhood Shop.Ctr.(NSC)
- Low Density Mixed Use(LDMU)
- Special Use (SU)

Residential

- High Density (HD)
- Medium Density (MD)
- Low Density (LD)
- Very Low Density (VLD)

Park and Conservation

- Community Park (CP)
- Linear Park (LP)
- Neighborhood Park (NP)
- Urban Conservation (UC)
- Monon Trail /Tow path (LP)

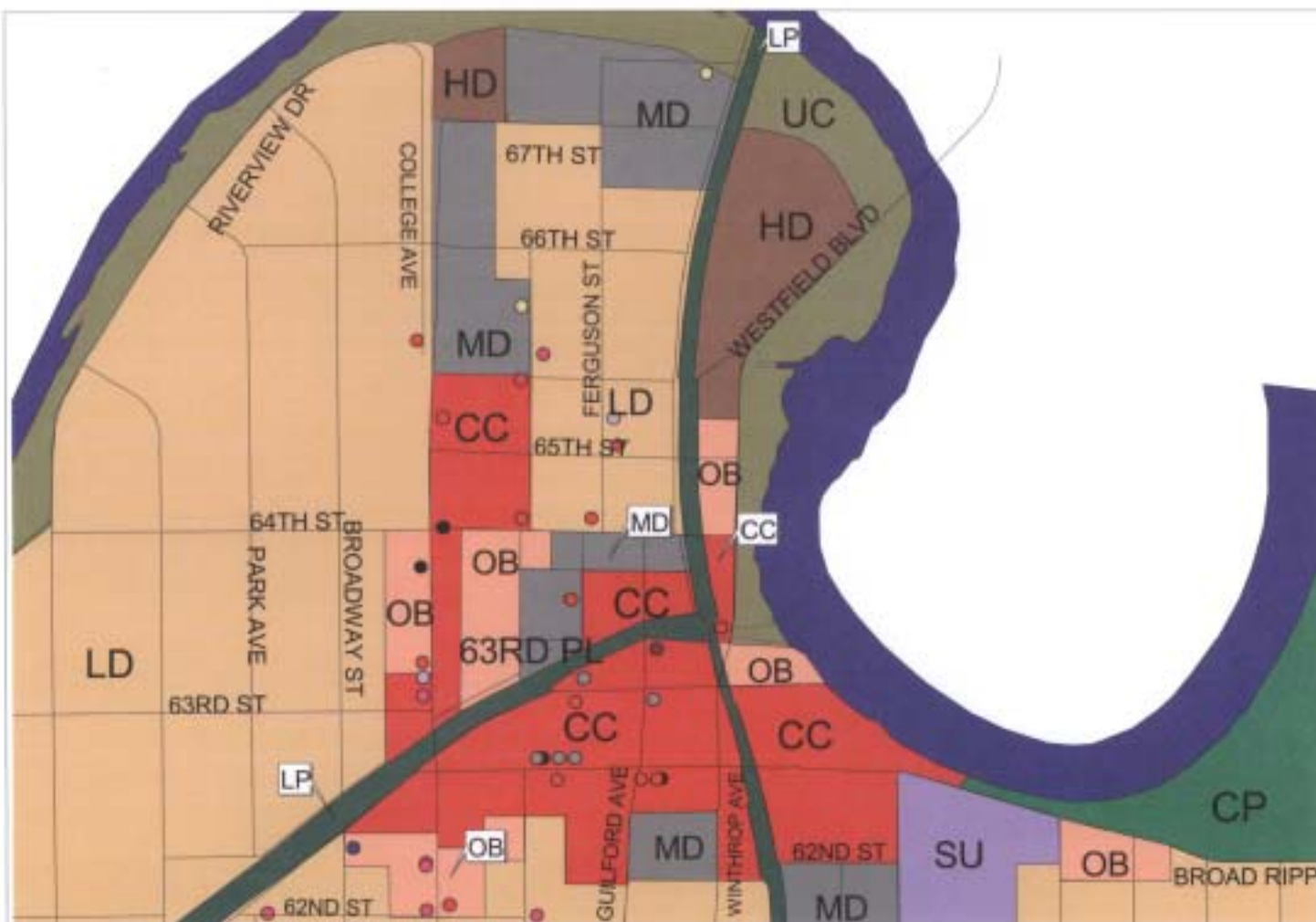
Other

- Roads
- Central Canal
- White River

Approved Use Variances

- for mixed use
- for office
- parking variance
- for service
- for com.
- for residential
- for public
- for park
- other

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Map 5: Use Variances 1986 - 1996

Commercial/Special Use

- Commercial Cluster (CC)
- Office Buffer (OB)
- Neighborhood Shop.Ctr.(NSC)
- Low Density Mixed Use(LDMU)
- Special Use (SU)

Residential

- High Density (HD)
- Medium Density (MD)
- Low Density (LD)
- Very Low Density (VLD)

Park and Conservation

- Community Park (CP)
- Linear Park (LP)
- Neighborhood Park (NP)
- Urban Conservation (UC)
- Monon Trail /Tow path (LP)

Other

- Roads
- Central Canal
- White River

Approved Use Variances

- for mixed use
- for office
- parking variance
- for service
- for com.
- for residential
- for public
- for park
- other

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Area 4: Change the general land use classification from “High Density” Residential to “Urban Conservation” indexed to “Medium Density” Residential (Index #3) or Neighborhood Park (Index #15) to address the particular siting difficulties and natural amenity value of Area 4.

- ◆ North-south and east-west access to the site is limited. Westfield Boulevard, a two-lane undivided primary arterial, serves as the only direct north-south access route. The Monon Trail along the western border is traversed only by 65th Street at Area 4’s southern border. Given the different nature and amount of traffic generated by residential and commercial uses, the limited access necessitates creative site planning and limiting development to residential.
- ◆ The Monon Trail offers a unique amenity to future residential communities of Area 4 as a place of recreation and fairly unobstructed pedestrian corridor to the retail and office center of Broad Ripple. For residential development, capitalizing on this natural feature could augment Area 4’s marketability as well as provide additional patrons for local merchants north and south of the Central Canal.

Area 5: Encourage utilization of Broad Ripple Village’s recreational and natural assets north of the Canal through the general land use classification of “Neighborhood Shopping Center” and C-3C zoning classification.

- ◆ Encouraging non-motorized mobility along the Monon Trail head and Arts Center to the north and Canal to the south demands the scale and nature of low intensity commercial development. Larger traffic generators, such as nightclubs and larger scale restaurants, should be discouraged.
- ◆ Although the current industrial use of the pool repair/supply facility meets the enclosure of operation and storage requirement, the use stores chemicals on-site. According to the Industrial District Zoning Ordinance, heavy industrial use with the I-3-U zoning classification are to “be located away from Protected Districts and buffered by lighter industrial districts.” The use abuts and is surrounded by C-4 and C-3 commercial uses and residences as well as recreational amenities nearby. A Monon Trail head is located at the southern end of the block along Westfield Boulevard. Additional heavy industrial uses locating in Area 6 or the expansion of I-3-U uses would increase the likelihood of the negative externalities, such as heat/glare, odor, noise, fire and explosion hazards, discharge of contaminants, and truck traffic, impacting the commercial, residential and recreational uses less than 60 feet away.
- ◆ Any future use locating in Area 5 should serve the neighborhood market area and conform with the architecture and scale of the adjacent buildings.

Area 6: Bring the general land use recommendation in line with the existing and anticipated future uses of Area 6 by changing the general land use classification from “Commercial Cluster” to “Neighborhood Shopping Center.” A C-3 zoning classification is recommended for Area 6.

- ◆ “Neighborhood Shopping Center” serves as an appropriate general land use classification whereby the uses located in Area 6 serve primarily the more immediate neighborhood in a

more urban setting than the “strip-type” commercial developments characterized by “Commercial Cluster.” The general land use classification needs to be made consistent with the desired zoning classification of C-3.

- ◆ The existing thoroughfare access and connectivity to Area 6 precludes uses with a regional draw or of a heavy industrial nature.
- ◆ Commercial development should be guided by locally-developed design guidelines making new development and redevelopment architecturally compatible with the commercial core to the west in Area 7.
- ◆ As part of the Monon Trail recreational system, the Indianapolis Greenways initiative has proposed a Board Walk which would connect Broad Ripple Park to the Monon Trail corridor through one of two proposed routes. The preferred route⁹ (reflected in Map 2 and Map 3) would follow the White River behind Weavers Nursery to Riviera Drive. The pathway would then run along Riviera to connect to the trail head in Area 5. The alternative route location would run along the north side of Broad Ripple Avenue and would entail the creation of a pedestrian corridor with streetscape enhancements¹⁰.

Area 7: Reinforce the pedestrian “neighborhood” scale of the commercial district south of the Canal in the Central Business District core between College Avenue and Winthrop Avenue by changing the general land use classification from “Commercial Cluster” to “Neighborhood Shopping Center.”

- ◆ Commercial uses characteristic of C-3 zoning classification are more compatible with the level of traffic generation and parking requirements which can be supported in this area. Uses drawing from a neighborhood market area should be encouraged; however, this *Update* recognizes that current C-4 uses, specifically drinking establishments and larger-scale restaurants, are more appropriately suited for the commercial area south of the Canal. The future location of such uses should be in this area. However, the neighborhood scale and orientation of this commercial area should predominate.
- ◆ In this instance, the term “Neighborhood Shopping Center” should be construed as a center of commercial activity. The *1993 Comprehensive Plan* describes such an area to be “functioning as one unit on one parcel.” For the Broad Ripple commercial core, the “parcels” are one- and two-story buildings with many tenants. The entire core, in essence, is functioning as one “unit” of commercial activity. This classification most closely exemplifies the urban village context of Broad Ripple.
- ◆ Strict adherence to the existing commercial architecture, scale and character of Area 7 is strongly advised. “Appendix E: Recommended Standards for Development” in the *Broad Ripple Village Neighborhood Plan (1986)* serves as a guide until local leadership develops design criteria.

⁹ Preference is based, in part, on safety considerations as well as scenic beauty. This route would traverse the fewest number of curb cuts and involve the least pedestrian contact with automobile traffic.

¹⁰ *Broad Ripple Board Walk Project Overview* Indianapolis: Indianapolis Parks - Indianapolis Greenways, Ray Irvin (Manager), July 1996.

An Amendment to the Washington Township Comprehensive Plan

**BROAD RIPPLE VILLAGE
PLAN UPDATE**

III. PARKING



III. Parking

The announcement of the demolition of the parking deck has exacerbated a long held concern that a shortage of parking spaces threatens the viability of retail businesses. These problems were documented in the *Broad Ripple Village Neighborhood Plan (1986)*. The change in commercial mix of uses since 1986 has put heavier demands on available parking supply. A survey taken in 1994 for the Broad Ripple charrette indicates the gravity of a perceived parking shortage (*Table 1: Broad Ripple Questionnaire, 1994*).

Table 1: Broad Ripple Questionnaire, 1994

Question	Strong Disagreement	Disagreement	Neutral	Agreement	Strong Agreement
Businesses have adequate parking	26.7%	43.8%	20.5%	7.1%	1.1%
There is adequate on-street parking	27.5%	38.0%	12.7%	17.7%	4.1%
There is adequate off-street parking	37.8%	42.2%	8.4%	8.4%	3.1%
A traffic problem exists in Broad Ripple Village	2.2%	13.3%	13.3%	32.1%	43.8%

(Note: percents do not add to 100% due to rounding)

Source: Ball State University, 1994 Charrette Community Survey, 1994

The strong perception of a parking problem in Broad Ripple is supported through an increasing number of parking variances the Board of Zoning Appeals (BZA) granted from 1986 to the present. During this time, most commercial use variances in the commercial core called for some sort of parking variance of the *Commercial Zoning Ordinance for Marion County (1993)*. Reports and observations by business owners and City officials alike support the fact that several long-time neighborhood businesses have closed noting, among other things, the lack of parking¹¹.

The announcement of the future closing of the parking deck has sparked renewed activity and partnership between the City and BRVA to address parking issues. To determine the extent of the problem, the City and BRVA commissioned Walker Parking Consultants to perform a thorough study of parking supply and demand for Broad Ripple Village. Walker consultants split the commercial area into three zones (see *Map 6: Walker Parking Study Zone Boundaries*):

- ◆ Zone 1: specialty retail and mixed use north of the canal
- ◆ Zone 2: commercial area with highest concentration of nightclubs and restaurants -- high traffic generators
- ◆ Zone 3: strip commercial with off street parking servicing the commercial centers

¹¹ *Indianapolis Business Journal*. "Tenants moving in and out are changing the Broad Ripple scene." May 30-June 5, 1994, p. 10A.



0 0.1 0.2 0.3 0.4 Miles

Map 6: Walker Parking Study Zone Boundaries



Parking supply and demand in each of the three zones were analyzed during two main parking periods: for peak evening hour Saturday evening, and for average afternoon shopping Wednesday afternoon (see Table 2: *Parking Adequacy by Zone, Broad Ripple Village*).

Table 2: Parking Adequacy by Zone, Broad Ripple Village

Zone	Effective Supply	Estimated Demand	Adequacy
Saturday Evening			
Zone 1	522	299	223
Zone 2	1,065	1,520	-455
Zone 3	638	105	533
Totals	2,225	1,924	301
Wednesday Afternoon			
Zone 1	522	169	353
Zone 2	1,065	762	303
Zone 3	638	339	299
Totals	2,225	1,270	955

Source: Walker Parking Consultants, Appendix A-8

Based on the analysis, Walker Consultants made the following conclusions:

- ◆ Zone 2 experiences the parking shortages during weekend evenings, the main hours of night club and restaurant peak activity.
- ◆ The canal acts as a barrier hindering people from parking in Zone 1 and walking to their destination in Zone 2.
- ◆ Arrangements with private parking lot owners in Zone 3 could make additional spaces available for Zone 2 demands during peak hours.

These conclusions point in the direction of implementation strategies already being undertaken through public-private partnership efforts.

Pedestrian enhancements, joint parking agreements, and creative parking design have helped move Broad Ripple towards adding capacity while preserving the village atmosphere. The Department of Capital Asset Management (DCAM) has created 129 day and 179 evening non-metered parking spaces and 69 metered parking spaces, with potentially another 75 evening spaces through shared parking arrangements (see Map 7: *Preliminary Parking Plan*). These spaces delineated by DCAM do not include all the parking spaces serving Monon Trail patrons at the Arts Center. The Greenways Initiative and DCAM efforts have created more parking spaces than the number of spaces available on the parking deck (see Table 3: *Balance of Parking*). However, accommodating the existing and new commercial uses requires continued cooperation between Broad Ripple leadership, private interests and the City.

Table 3: Balance of Parking

Activity	Evening Spaces (Potential)	Day Spaces	Parking Deck Spaces
Demolition of the parking deck			123
New Spaces with Meters	69	69	
New Spaces without Meters	179	129	
Potential new evening spaces	30		
Balance	248 (278)	198	123

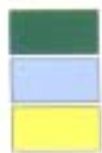
Source: Department of Metropolitan Development
Department of Capital Asset Management



0 0.1 0.2 0.3 Miles

Map 7: Preliminary Parking Plan

Parking Spaces



New Spaces w/ Meters
New Spaces w/o Meters
Potential Night Spaces



White River
Parcel
Building



Central Canal
Roads

Parking impact for land use recommendations

The solutions to parking go hand-in-glove with recommendations for future compatible land use. Parking constraints, in addition with the preservation of Broad Ripple assets, must be taken into account when considering the appropriateness of general land use and zoning recommendations. The demand for parking is impacted by changing the general land use and zoning classifications for Areas 1, 2, 6, and 7 insofar as what use ultimately locates in these Areas. A specific land use, not the zoning classification, determines the required number of parking spaces for any given site. Except for Area 7, the specific uses of these Areas are typical of uses conforming to the recommended zoning and general land use classifications. Area 7, as previously mentioned, has some high traffic generating C-4 uses, such as nightclubs and restaurants. Since the parking impacts of these Areas are already being felt, attention should focus on identifying additional parking opportunities for existing tenants.

Changes to the general land use and zoning classifications for Areas 3 and 5 would allow for uses other than those currently located in these Areas. For Area 5 changing the zoning classification from I-3-U to C-3C could impact unmet parking demand if uses within the Area change. High traffic and parking generating uses should be discouraged. For Area 3, most of the residential structures south of 65th Street have already converted to office/ retail. The limited square footage afforded by the converted structures places a “cap” on the number of parking spaces needed for each use. However, uses appropriate for the area north of the Canal should not generate parking it can not accommodate on-site. Since the residential character north of the Canal should be maintained, Broad Ripple leadership should continue working with DCAM and DMD to identify small clusters of shared off-street parking.

Area 4 is unique in that much of the acreage is not already densely developed. Two uses occupy the site with parking to support those uses in sufficient supply. Any proposed new development must pay close attention to traffic and parking generation for several reasons:

- ◆ Area 4 is served by only 2 east-west cross streets -- 64th and 65th Streets;
- ◆ Westfield Boulevard provides the only north-south access to the site;
- ◆ Area 4 is bordered on three sides by Broad Ripple’s natural amenities and recreational opportunities -- the Monon Trail and the White River; and,
- ◆ The heavily-used pedestrian corridor, the Monon Trail, runs the west side of the site.

Given the sensitive location of Area 4, any new development in this area should provide sufficient off-street parking.

Since parking impacts are use-specific and not zoning-specific, updating the *Comprehensive Plan* does not obviate the need to develop a more comprehensive parking strategy sensitive to the character and assets of Broad Ripple Village. The *Parking Recommendations* below serve as only a starting point for further work and cooperation among community stakeholders, City officials, private and non-profit agencies to develop long term parking solutions.

Parking Recommendations

Two principles govern the following parking recommendations. First, parking areas and spaces should be amenable with the village-scale of Broad Ripple. Specialized retail and dining establishments in these areas benefit from the high volume of pedestrian traffic. A general

parking strategy would be to better utilize the existing parking opportunities on-street and off-street in and bordering to the commercial core. Pedestrian amenities would encourage commercial users to walk from parking locations to their destinations.

A second key principle is to keep commercial parking contained within the commercial district. Preservation of village character necessitates the prevention of non-residential parking from bleeding into the predominantly residential districts. Doing so will help mitigate the late night noise, pedestrian traffic, litter and other nuisances currently being experienced by residents close to restaurants and bars. Making existing parking in and along the commercial core and prohibiting non-residential parking in residential neighborhoods are two effective strategies incorporated into the recommendations listed in *Table 4: Parking Recommendations*.

Table 4: Parking Recommendations

Recommendations	Responsibility	Time line	Anticipated Completion
1. Create a parking sticker system to prevent commercial users from parking in the residential district during the evening hours.	DCAM, Broad Ripple Village Association	immediate	
2. Continue working with the Broad Ripple Village Association to identify additional parking spaces and options along the fringes of the northern and southern commercial areas to further accommodate peak parking demand during the evening hours.	DCAM, Broad Ripple Village Association	immediate	
3. Support the efforts of the BRVA and 2 nd Globe to create pedestrian linkages between areas of underutilized commercial parking and commercial center. This effort would include devising design elements for sidewalks, landscaping, public art and other beautification elements during the improvements to the IWC Canal project.	DMD, DCAM, 2 nd Globe, BRVA, private lot owners	immediate	end of year 1998
4. Legally establish Carrollton Avenue from Broad Ripple Avenue to 62 nd Street as a one way street with newly created angle-in parking.	DCAM	immediate	end of 1997
5. Partner with the Indianapolis Parks Greenway initiative to build partnerships with private and public interests to create parking opportunities shared by users of the Greenway trails and adjacent commercial businesses.	DMD, Indianapolis Greenways, BRVA	ongoing	ongoing
6. Innovative approaches must be taken to make harmonious the contradictory nature between the provision of additional off-street and on-street parking and preserving the pedestrian-friendly environment of Broad Ripple Village. Explore strategies which call for small-scale shared parking lots integrated into the village fabric through creative design and landscape techniques. The location for such small-scale shared parking should be directed in the mixed use commercial district north of the canal. Any Village-wide design standards should focus attention on the location and design of parking areas.	BRVA, 2 nd Globe, DCAM	short term	end of year 1998
7. Continue using the parking guidelines found in Appendix E to the Broad Ripple Village Neighborhood Plan (1986) for parking standards in Broad Ripple's commercial core.	DMD	ongoing	ongoing
8. Explore private funding options to develop shared parking facilities. Use of commercial improvement districts, Barrett Law, enhancement grants and other sources are possible avenues.	BRVA, local merchants, private consultants, DCAM	short term	

An Amendment to the Washington Township Comprehensive Plan

**BROAD RIPPLE VILLAGE
PLAN UPDATE**

IV. CONCLUSION



IV. Conclusion

Updating the *Comprehensive Plan* is timely with the convergence of several major recreational and economic development activities being undertaken that will impact the northern and southern portions of Broad Ripple Village business district. The opening of the Monon Trail, the potential improvements to the Canal and recent investment to the Indianapolis Arts Center could be an economic boon to the entire Broad Ripple Village. On the other hand, without coordinated planning of land use, design and mobility, these events could further exacerbate parking problems, bring inequitable burdens and benefits between the commercial districts to the north and south of the canal, and bring further divisiveness between the business core and residences.

Drawing upon three years of active participation with local leadership, this document updates the relevant sections of the *Washington Township Comprehensive Land Use Plan (1993)*. Land use recommendations serve a four-fold purpose:

- ◆ underscore the necessary enhancement of Broad Ripple's natural resources and recreational opportunities;
- ◆ acknowledge the market dynamics within the commercial district;
- ◆ protect the residential areas; and
- ◆ preserve the mixed-use "village" character.

The parking analysis and recommendations should be implemented in conjunction with the land use recommendations. Local leadership has done much to solve seemingly intractable problems. Updating the future land use plan moves the partnership between local leadership and the City forward in a timely fashion to capitalize on significant redevelopment initiatives currently underway in Broad Ripple.

APPENDICES A, B, C

**APPENDIX A
BROAD RIPPLE VILLAGE OBJECTIVES**

Constructed 1996

**RESULTS OF THE NEIGHBORHOOD SURVEY AND CHARRETTE
ARE REFLECTED IN THE FOLLOWING ISSUES AND RECOMMENDATIONS**

ISSUES	RECOMMENDATIONS	PRIMARY IMPLEMENTATION RESPONSIBILITY
<p><u>Economic Vitality / Consumer Opportunity.</u></p> <ul style="list-style-type: none"> -Business diversity is dwindling. -Small business opportunities are diminishing. -Business ownership is becoming less localized. 	<p><u>Economic Vitality / Consumer Opportunity.</u></p> <ul style="list-style-type: none"> -Create business strategies that promote the development of a diversity of small local businesses. -Develop and promote opportunities for existing businesses to increase involvement with the community. -Undertake process to formulate a Community Development Corporation (CDC), or an Economic Development Area (EDA), to promote the area, encourage business diversity and develop strategies for supporting local small business development. 	<ul style="list-style-type: none"> -Business community involvement and diversity may best be fostered through local business community groups and organizations. -Responsibility for the necessary development of such an officially designated area must be placed in the control and direction of a determined and resourceful group of local individuals, displaying leadership, commitment, cooperation, and a genuine concern for the long term success of the local community. -It is recommended that a steering group be selected through the Broad Ripple Village Association (BRVA).
<p><u>Infrastructure.</u></p> <ul style="list-style-type: none"> -Some of the area's sidewalks and streets are deteriorating. -Parking deck over the canal is deteriorating. -Utility poles and wires detract from community aesthetics. 	<p><u>Infrastructure.</u></p> <ul style="list-style-type: none"> -Determine the needed public infrastructure improvements; develop an implementation schedule. -Make limited (short-term) improvements to stabilize rapid deterioration along the southern portion of the parking deck. -Initiate discussions with utility companies about long term goals with respect to numerous above- ground utilities located in the commercial streetscape. 	<ul style="list-style-type: none"> -The BRVA, in concert with the Department of Capital Asset Management (DCAM), should jointly develop and implement a multi-year schedule for sidewalk and street improvements, based upon critical need and continuity, to replace or improve that which is most seriously deteriorating or missing. DCAM will continue short-term parking deck safety maintenance, even though the deck is slated to be closed and removed on or before 4/17/99. -Design consultants would prominently emphasize in the construction improvements, the chosen design aesthetics now being fashioned for the village. -Retrofitting utilities to a subsurface location must become a long-term goal of the village and BRVA officials, due to the tremendous cost involved in such an endeavor.
<p><u>Transportation / Parking.</u></p> <ul style="list-style-type: none"> -Automobile transportation alternatives are considered rather limited in the area. -Pedestrian and bicycle safety is lessened by poorly illuminated streets and sidewalks. -Parking is considered inefficient. -Area lacks a comprehensive parking strategy. Parking for night time visitors overflows into residential areas of the village. -North of the canal, (public) right-of-way is underutilized for on-street parking. 	<p><u>Transportation / Parking.</u></p> <ul style="list-style-type: none"> -Integrate alternative transportation systems into Broad Ripple, evaluating pedestrian movements and bus and shuttle proposals. -Potential pedestrian travel should be enhanced by the further implementation of the Indianapolis Greenway System. -Develop and implement a parking strategy which could also assess the need for increased pedestrian safety in the link between parking and business locations. -Investigate additional opportunities in the area to provide on-street parking north of the canal, and consider implementing restrictive on-street parking in the residential areas surrounding the village. 	<ul style="list-style-type: none"> -The Indianapolis Greenways System is under construction at the present time. The recent opening of the Broad Ripple to 82nd Street segment of the Monon bicycle and pedestrian pathway has already proven to be extremely popular. Expansion of these alternative transportation routes should encourage more people to visit the village without their automobiles. The Greenways System expansion is coordinated by the Greenways Manager. -The BRVA, in concert with DCAM and DMD will seek to provide additional village parking through the creation of additional on-street parking spaces close to, and north of the canal. -If deemed desirable by residents of the area, the city will seek to formulate a restrictive parking policy in the adjacent and nearby residential areas that are most negatively impacted by the nighttime on-street parking.

<p><u>Land Use / Zoning.</u></p> <ul style="list-style-type: none"> -Recent commercial developments have been "suburban," and out of village character. -Current ordinance requirements are considered ineffective in addressing village conditions. -Non-adherence to businesses' on-site parking exacerbates village parking difficulties. 	<p><u>Land Use / Zoning.</u></p> <ul style="list-style-type: none"> -Local development proposals seeking to deviate from the existing development code regulations should be critically reviewed. Areas of review could possibly include emphasis on, but not be limited to, village character and design conformity, site development, adequate parking provision, and appropriateness of the proposed use, in the context of the surroundings. Minor relief requests from the development code to encourage consistent village character should be supported. Requests for severe parking deficiency waivers, or significant variance of use requests, where proposals are not compatible with the surrounding area should be discouraged. 	<p>-See: <i>Broad Ripple Village Plan Update</i></p>
<p><u>Existing Amenities and Recreational Aspects.</u></p> <ul style="list-style-type: none"> -Broad Ripple canal is a community amenity that is an underutilized green space. -Broad Ripple portion of the White River is a community amenity that is also underutilized. -The Greenway Corridor System popularity is partially dependent on interlinkage in Broad Ripple. -Broad Ripple Park needs further improvements and development to enhance popularity. 	<p><u>Existing Amenities and Recreational Aspects.</u></p> <ul style="list-style-type: none"> -Provide support for the further implementation of the Indianapolis Greenway System linkage in Broad Ripple. The fully developed Greenway System should become a very noteworthy addition to the list of local recreational opportunities, as well as to the local economy. -To attract the attention of greater numbers of leisure-oriented and recreation seeking visitors, event planners should generate and promote community-focused recreation programs to serve all ages of the community. Perhaps this could be done in concert with Broad Ripple Park activity offerings. 	<ul style="list-style-type: none"> -The business community has already begun to show interest in and express support for the recently completed segment of the Monon Rail corridor, one of the first completed segments of the Indianapolis Greenway System. The BRVA must continue to express enthusiastic support and encouragement to Indy Parks and the City of Indianapolis for further development of the proposed trail system. In addition, this amenity should be promoted for its potential ability to draw users to and through the village. A diverse and interesting village community provides the possibility to become one of the most notable destinations of the entire Greenway System. The responsibility for the promotion of this amenity and other village amenities rests with the business community and the BRVA.
<p><u>Community Character and Community Life.</u></p> <ul style="list-style-type: none"> -A tension is possibly created by varying expectations between the residents and commercial interests. -Surrounding neighborhoods are vital to character and appeal of Broad Ripple. -Residential neighborhood may fall victim to commercial expansion in the village. 	<p><u>Community Character and Community Life.</u></p> <ul style="list-style-type: none"> -Further analyze what entities exist that both residents and visitors find unique and appealing about Broad Ripple Village. Provide support for streetscape and pedestrian amenities which promote village character. -Consider the development of a village council as the coordinating entity for the community, with council membership including both residents and businesses. -Consideration should be given to establishing a village manager position to direct and manage village activities and implement community plans. 	<ul style="list-style-type: none"> -The BRVA, in collaboration with designers, planners and architects should strive to employ unifying aesthetics and design as future community improvements are proposed and implemented. Unity and community cooperation should benefit local residents as well as the commercial sector of the village. -The BRVA would benefit from the implementation of an organizational executive that would seek to unify residential and commercial interests of the community, while acting as a liaison between various entities and promoting the numerous positives of the village locally and regionally.

APPENDIX B: **History of Variances 1970 to 1996**

Case #	Address	Present Land Use	Proposed Change	Case #	Address	Present Land Use	Proposed Change
70-V1-170	6511 Ferguson	D-4 residential	gift shop	73-UV2-10	819 E. 64th	C-2 commercial	office bldg
70-V1-74	5948 N. College	D-5 residential	expand parking lot	73-UV2-16	820 E. 67th	D-9 residential (mf)	art center
70-V2-135	6543 N. Carrollton	C-1 commercial	setbacks	73-UV2-35	6323 N. Ferguson	C-2 commercial	bridal shop
70-V2-40	1020 Riviera	U3,A4,H2 commercial	boat storage	73-UV2-75	6602 N. Ferguson	C-4 residential	office bldg
70-V2-87	6157-59 N. Guilford	D-5 residential	double	73-UV3-79	6261 N. Haverford	D-5 residential	parking lot
70-V3-174	6127-33 N. College	D-5 residential	nurse home/res	74-UV1-13	6516 N. Ferguson	D-4 residential	dec shop
70-V3-35	6115-19 N. Winthrop	D-5 residential	apartments	74-UV1-34	6570 N. Carrollton	D-9 residential (mf)	hair salon
70-V3-41	1903-05 Broad Ripple	D-5 residential	office bldg	74-UV1-74	6516 N. Ferguson	D-4 residential	antique.gift
71-UV1-167	6551 N. Ferguson	D-4 residential	spec. shop	74-UV1-89	1850 Broad Ripple	D-5 residential	dairy sales
71-UV1-50	6535 N. Cornell	D-4 residential	spec shop	74-UV2-12	6338 N. College	D-7 residential (mf)	real estate
71-UV2-121	6416 N. Ferguson	C-2 commercial	antique sales	74-UV2-13	6572 N. Cornell	D-4 residential	ret sales
71-UV3-131	1923 Broad Ripple	D-5 residential	dental lab	74-UV2-18	6358 N. College	D-7 residential (mf)	ins office
71-UV3-175	6420 N. Carrollton	C-2 commercial	pet supply	74-UV2-5	6280 N. College	C-4,D-4 mix	wreck vehicle
71-UV3-96	828 E. 64th	C-2 commercial	antique showrm	74-UV2-82	6553 N. Carrollton	D-4 residential	art office
71-UV3-97	6528 N. Ferguson	D-4 residential	furniture shop	74-UV2-95	6551 N. Carrollton	D-4 residential	dog grooming
71-V1-34	6415-17 N. Ferguson	C-3 commercial	gift shop	74-UV3-19	6207 N. College	D-5 residential	florist
72-UV1-163	6523 N. Carrollton	D-4 residential	gift shop	74-UV3-2	6527 N. Carrollton	D-4 residential	antique/res
72-UV1-25	6536 N. Ferguson	D-4 residential	gift shop	74-UV3-61	6310 N. College	D-7 residential (mf)	bridal shop
72-UV1-32	6544 N. Ferguson	D-4 residential	spec. book	74-UV3-90	6555 N. Ferguson	D-4 residential	real estate
72-UV1-46	6528 N. Ferguson	D-4 residential	beauty shop	74-UV3-95	6555 N. Carrollton	D-5 residential	photo studio
72-UV2-107	6543 N. Ferguson	D-4 residential	spec. shop	74-V2-153	1016 Kessler Blvd	D-5 residential	setback
72-UV2-166	802 E. 64th	C-2 commercial	antique shop	74-V3-182	6501 N. College	D-3 commercial	cube sign
72-UV2-186	6121-23 Winthrop	D-5 residential	new double	74-V3-92	1004 Riviera	C-5 commercial	flower shp
72-UV2-189	6607 N. Ferguson	D-4 residential	design studio	74-UV2-83	6202 N. Evanston	C-3 commercial	parking/set back
72-UV2-32	6151 N. Central	D-5 residential	church sign	75-UV1-10	6524 N. Ferguson	D-4 residential	office
72-UV3-107	6355 N. College	C-2 commercial	open air sales	75-UV1-10	6331 N. Ferguson	C-2 commercial	food ser/apt
72-UV3-137	6524 N. Carrollton	D-4 residential	gift shop	75-UV1-13	6551 N. Carrollton	D-4 residential	retail
72-UV3-143	655 E. 62nd	D-4 residential	enlarge church	75-UV2-11	6410 N. Ferguson	C-2 commercial	plant/gift shop
72-UV3-157	6418 N. Carrollton	C-2 commercial	beauty salon	75-UV2-7	6320 N. College	D-7 residential (mf)	office/retail
72-UV3-165	6120 N. College	D-4 residential	office bldg	75-UV2-78	6407 N. .Ferguson	C-2 commercial	ret/bookstore
72-V2-173	6354 N. Guilford	C-4 commercial	service spc	75-UV2-97	6372 N. Guilford	C-2 commercial	beautysal/office
73-UV1-130	6543 N. Carrollton	D-4 residential	art studio	75-UV3-26	6552 N. Cornell	D-4 residential	clothing sh
73-UV1-83	6539 N. Carrollton	D-4 residential	design studio	75-UV3-48	6520 N. Cornell	D-4 residential	retail

APPENDIX B:

History of Variances 1970 to 1996

Case #	Address	Present Land Use	Proposed Change	Case #	Address	Present Land Use	Proposed Change
75-UV3-49	6516 N. Cornell	D-4 residential	needle point	79-UV2-95	812 E. 67th	C-4 commercial	kindergarten
75-UV3-63	6524 N. Cornell	D-4 residential	res/printing	80-UV1-13	6404 N. College	D-3 commercial	muffler shop
76-UV1-17	812 E. 66th	D-4 residential	office/retail	80-UV1-13	6021 N. College	D-5 residential	optical shop/res
76-UV1-9	6615 N. Ferguson	D-4 residential	office	80-UV2-11	6553 N. Carrollton	D-4 residential	expand ph st
76-UV2-157	804 Laverock	C-2 commercial	ret/craft/inst	80-UV2-51	6516 N. Ferguson	D-4 residential	gift shop
76-UV2-20	820 E. 64th	C-2 commercial	dog grooming	80-UV2-59	908 E. 68th	D-9 residential (mf)	photo studio
76-UV2-33	6420 N. Carrollton	C-2 commercial	spec shop	80-UV2-83	6523 N. Carrollton	D-4 residential	eng. firm
76-UV2-39	6543 N. Ferguson	D-4 residential	day care	80-UV3-81	6520 N. Cornell	D-4 residential	spec. shop
76-UV2-67	6364 N. College	D-7 residential (mf)	prof office	80-UV3-89	1915 Broad Ripple	D-5 residential	pole sigh
76-UV2-69	6208-16 N. College	D-5 residential	gen office	80-UV3-99	6603 N. College	D-4 residential	town houses
77-UV1-87	6302 N. College	D-7 residential (mf)	addition	81-UV1-11	6419 N. College	C-3 commercial	billboard
77-UV2-122	6675 N. Ferguson	D-4 residential	retail/boutique/office	81-UV1-13	6349 N. College	C-2 commercial	pumps and cn
77-UV3-36	6511 N. Ferguson	D-4 residential	real estate office	81-UV2-14	1850 E. 62nd	D-5 residential	restaurant
77-UV3-37	6418 N. Carrollton	C-2 commercial	ret/gallery	81-UV3-12	6201 N. Carrollton	D-5 residential	office
77-UV3-60	6412 N. Ferguson	C-2 commercial	hair salon	81-V1-136	705 Broad Ripple	C-4 commercial	retail/parking
77-V1-71	6502-08 Westfield	C-S commercial	office/ret	81-V2-117	6024 Birchwood	D-5 residential	addition
77-UV2-123	6283.5 N. Ferguson	D-4 residential	boutique/office	82-UV1-11	917 E. 62nd	D-5 residential	dentist office
77-UV2-143	6551 N. Ferguson	D-4 residential	beauty	82-UV1-39	6520 Cornell	D-4 residential	bike shop
78-UV1-91	1045 Broad Ripple	C-5 commercial	store	82-UV1-42	6328 N. College	D-7 residential (mf)	vet hop
78-UV2-124	6572 N. Cornell	D-4 residential	int dec shrm	82-UV2-12	6358-64 N. College	D-7 residential (mf)	prof/res
78-UV2-13	6519 Carrollton	D-4 residential	offices	82-UV3-10	6302 N. College	D-7 residential (mf)	pole sigh
78-UV2-86	6419 N. Ferguson	C-2 commercial	sign/retail	82-UV3-34	922 E. 68th	D-8 residential (mf)	sigle fam
78-UV3-103	6411 N. Carrollton	C-2 commercial	off/apr/printin	82-UV3-83	6259 N. College	C-4 commercial	video room
78-UV3-57	6511 N. Ferguson	D-4 residential	yarn shop	82-V1-57	6420 N. Ferguson	C-2 commercial	set back
78-UV3-58	6408 N. Carrollton	C-2 commercial	beauty	82-V1-85	6144 N. College	D-4 residential	school
78-UV3-69	6151 N. College	D-5 residential	law office	82-V2-4	6519 Ferguson	D-8 residential (mf)	manf/retail.
78-UV3-76	6523 N. Ferguson	D-4 residential	gift shop	82-V2-90	6128 N. Delaware	D-3 residential	setbacks
79-UV1-1	6426 N. College	D-4 residential	fabric shop	82-V3-26	6325 N. Guilford	C-4 commercial	ret/off/rest
79-UV1-11	6607 N. Ferguson	D-4 residential	int des studio	83-UV2-27	1911-15 E. 62nd	D-5 residential	engra serv
79-UV2-105	6328 N. College	D-7 residential (mf)	retail/office	83-UV2-28	823 Westfield	C-4 commercial	sales/service
79-UV2-117	6707 N. Ferguson	D-9 residential (mf)	parking lot	83-UV3-10	860 E. 66th	D-4 residential	semi publi center
79-UV2-59	6552 N. Cornell	D-4 residential	elec inst shp				
79-UV2-71	6401 N. College	D-4 residential	car stereo sales				
79-UV2-82	804 E. Laverock	C-2 commercial	store antique				

APPENDIX B:
History of Variances 1970 to 1996

Case #	Address	Present Land Use	Proposed Change	Case #	Address	Present Land Use	Proposed Change
84-UV1-113	6412 Ferguson	C-2 commercial	Party room	85-HOV-11	929 Westfield	C-4 commercial	restaurant
84-UV2-25	6553 Carrollton	D-4 residential	public office	85-HOV-40	6311 Guilford	D-4 residential	outside cafe
84-UV2-47	812 E. 67th	C-4 commercial	kindergarten	85-UV1-12	5848 N. College	D-4 residential	exp offices
84-UV2-89	921 E. 66th	D-4 residential	office	85-UV1-25	6338 N. College	D-7 residential (mf)	doctors office
84-UV3-104	6511 Ferguson	D-4 residential	acct office	85-UV2-27	6140 N. College	D-4 residential	bus office
84-UV3-64	6566 N. Carrollton	D-9 residential (mf)	2 sf res	85-UV3-55	6361 N. Guilford	C-4 commercial	B&B
84-V1-68	711 E. 65th	C-2 commercial	addition	85-V1-10	705 Broad Ripple	C-4 commercial	parking
84-V1-71	743 Broad Ripple	C-4 commercial	parking	85-V3-28	1001 Broad Ripple	C-4 commercial	parking
84-V2-108	5947 Washington	D-4 residential	set back	85-V3-4	828 Broad Ripple	C-4 commercial	restaurant

APPENDIX B:

History of Variances 1970 to 1996

Case #	Address	Present Land Use	Proposed Change
86-HOV -72	919 Westfield	commercial	parking variance
86-UV1-127	6232 N. College	commercial	vet clinic
86-UV1-41	6515 N. College	C-3 commercial	dance studio
86-UV1-55	829 Broad Ripple	C-4 commercial	auto repair
86-UV2-25	6339 N. Keystone	D-3 residential	dental lab
86-UV2-79	6328 N. College	residential	audio work shop
86-UV3-11	6207 N. College	D-5 residential	retail supply
86-UV3-14	6310 N. College	D-7 residential (mf)	carpet cleaning
86-UV3-60	823 E. Westfield	C-4 commercial	heating/ac
86-V1-33	812 Broad Ripple	parking variance	parking variance
86-V1-61	812-814 Broad Ripple	parking variance	parking variance
86-V2-39	832 Westfield	parking variance	parking variance
87-UV2-46	6008 N. Keystone	residential	office
87-UV2-71	6511 Ferguson	D-4 residential	needlepoint shop
87-UV2-9	6524 N. College	C-3 commercial	rest/tavern
87-UV3-102	2710 E 62nd	D-3 residential	optometrist
87-UV3-109	922 E 68th	D-9 residential (mf)	single family
87-UV3-89	6566 Carrollton	D-9 residential (mf)	single family
87-V2-48	927 Broad Ripple	C-4 commercial	auto repair
87-V3-4	921 Broad Ripple	C-4 commercial	restaurant
88-UV1-138	6201 N. Park Ave	D-4 residential	office/commercial
88-UV1-153	6038 N. Keystone	residential	office buffer
88-UV1-85	6331 N. Keystone	D-3 residential	medical office
89-UV1-95	6349 N. Guilford	C-4 commercial	apts./commercial
89-UV2-18	6539 N. Carrollton	D-4 residential	shoe store
89-UV3-29	6334 Westfield Blvd.	I-3-U industrial	pet supply
89-V2-89	901 Broad Ripple	C-4 commercial	sandwich shop
89-V3-69	2120 Broad Ripple	C-4 commercial	shopping ctr.

Case #	Address	Present Land Use	Proposed Change
90-UV1-8	6330 Ferguson	C-2 commercial	print shop
90-UV3-21	6201 Carrollton	D-5 residential	office buffer
90-UV3-30	2019 E 62nd Street	D-5 residential	office buffer
90-UV3-55	6202 N. College	D-4 residential	framing/gallery
90-UV3-63	6401 N. College	D-4 residential	oil lube station
90-UV3-9	2704 E 62nd	D-3 residential	doctors office
90-V1-43	830 Broad Ripple		parking variance
90-V2-34	6275 N. Keystone		signage variance
91-UV1-64	6310 N. College	D-7 residential	beauty shop
91-UV1-64	6310 N. College	D-7 residential	commercial
91-UV2-119	6412 Carrollton	C-2 commercial	bookstore
91-UV3-59	840 E 65th Street	C-S restaurant	commercial
91-UV3-75	6511 Ferguson	D-4 residential	beauty shop
91-V1-69	816 Broad Ripple		signage variance
91-V3-12	6380 N. College	C-3	landscape variance
91-V3-33	6315 N. Keystone	D-3	dumpster variance
** 1992 not available.			
93-V1-130	844 Broad Ripple		parking variance
94-UV2-103	5936 N. Keystone	C-1 commercial	apartments
94-UV2-78	6524 N. Carrollton	C-1 commercial	boutique
94-UV3-134	6225 N. Broadway	D-4 residential	vet clinic
94-V2-65	6336 N. Guilford		parking variance
94-V3-102	810-844 Broad Ripple	commercial/retail	parking variance
95-UV1-91	6416 Ferguson	C-2 commercial	clothing store
95-V3-53	6290 N. College		signage variance
96-UV1-13	6331 N. Keystone	D-3 residential	professional office
96-UV2-7	6320 N. College	D-7 residential (mf)	office service
96-V1-29	6230 N. College	residential	bank
96-V3-11	6401 N. College		signage variance

APPENDIX C: Land Use Definitions

Below describes typical uses that may be found in each land use category. Some uses may be subject to certain restrictions or limitations by zoning. The appropriate ordinances should also be consulted.

VERY LOW DENSITY RESIDENTIAL (VLD)

- 0 - 2 Dwelling units per acre. Single-family houses. Two-family houses permitted on corner lots.

LOW DENSITY RESIDENTIAL (LD)

- 2 - 5 Dwelling units per acre. Single-family and two-family houses.

MEDIUM DENSITY RESIDENTIAL (MD)

- 5 - 15 Dwelling units per acre. Single-family and two-family houses and multi-family apartments.

HIGH DENSITY RESIDENTIAL (HD)

- more than 15 dwelling units per acre. Single-family, two-family houses and multi-family apartments. Most appropriate for intense urban settings.

OFFICE BUFFER COMMERCIAL (OB)

- Low intensity office uses such as medical services, insurance, real estate, legal services, and other similar office uses. Generally one or two story buildings.

OFFICE CENTER COMMERCIAL (OC)

- Office park type development that generally includes three or more buildings and an internal road system. Generally buildings with more than two stories.

COMMERCIAL CLUSTER (CC)

- Assigned to retail and service businesses that have historically developed independently of one another along roadways. This category recognizes but does not encourage “strip-type” development. Refer to the zoning recommendation in this Update in order to ensure compatible intensity of commercial uses.

LOW DENSITY MIXED USE (LDMU)

- An area where commercial and office uses are intermixed in the same building, individual buildings or lots with residential uses within a well-established street grid pattern and maintain an urban fabric characteristic of older urban neighborhoods. Any residential or commercial development should be harmonious in intensity, height, bulk, setback and architectural style with the surrounding residential and commercial structures. The intensity of commercial and residential uses should closely follow historic development patterns. Adaptive reuse of existing structures should occur whenever possible to ensure adherence to village characteristics.

NEIGHBORHOOD SHOPPING CENTER (NSC)

- An area or node of commercial activity, usually functioning as a unit. Tenant mix usually includes several types of specialty stores. These centers should include establishment that predominantly draw customers from the immediate neighborhood.

SPECIAL USE (SU)

- Churches, schools, government property, power substations, switching stations, non-profit agencies, nursing homes, hospitals, union halls, and cemeteries.

NEIGHBORHOOD PARK (CP)

- A park of between 5 and 25 acres that serves the needs of the immediate neighborhood, usually within walking or bicycling distance. A neighborhood park usually includes facilities such as tennis courts, playground equipment, and sitting or picnicking areas.

COMMUNITY PARK (CP)

- A park of between 25 and 100 acres that serves an area larger than the immediately surrounding neighborhood. A community park usually includes facilities such as recreation centers, swimming pools, and picnic areas.

LINEAR PARK (LP)

- Public park trails that can be located on or parallel to floodways, streams, parkways, wooded areas, and abandoned railroad rights-of-way or other public easements.

LIGHT INDUSTRIAL (LI)

- Industries that conduct their entire operations within completely enclosed buildings and do not have objectionable characteristics that extend beyond their property lines. Some examples are jewelry manufacturing and engraving, warehousing, construction companies, upholstering, paper box and paper products manufacturing from finished paper, and manufacturing of optical goods.

HEAVY INDUSTRIAL (HI)

- Industries that produce smoke, noise, and have outside storage. Because of their nature, they should be located away from residential areas. Some examples are motor truck terminals, concrete manufacturing, scrap metal reprocessing, and auto and truck component manufacturing.

PLANNED UNIT DEVELOPMENT (PUD)

- Predominately residential in nature, but may include supportive commercial or industrial. Creative site planning, variety in physical development, and imaginative uses of open space are objectives to be achieved in a planned unit development.

Credits

Neighborhood Residents and Businesses:

This *Update* has greatly benefited from strong citizen leadership and participation shown throughout the three-year effort of revamping general land use policy and enhancing parking options. Any attempt at a complete listing of individuals who volunteered their time for Broad Ripple Village would be incomplete. The Broad Ripple Village Neighborhood Association and specific community leaders have generously given ongoing leadership throughout the process in a number of capacities:

- ◆ undertaking the current strategic planning lead as members of the current BRVA Board and the Ad Hoc Planning Committee;
- ◆ serving as the Steering Committee for the Design Charrette;
- ◆ developing parking strategies through the Parking Task Force; and
- ◆ undertaking the past strategic planning initiatives as prior members of the BRVA Board.

BRVA Board Members

Karen Brogan
David Brunner
Ed Cheikh, President
Conrad Cortellini
Kim Dahmen
Nancy Fels
Cari Grant
John Hill
David Hoppe
Van Kirby
Walt Langeman
Lisa Lanham
Bill Miller
Annie Porter
Gary Price
Charles Revard
John R. Rising-Moore
Larry Schwartz
Roger Shambaugh
Linda Shikany
Pat Templin
Gregg Throckmorton
Elaine Zukerman
James Bradford, Councilor

BRVA Ad Hoc Committee

James Bradford, Councilor
Ed Cheikh
David Hoppe
Scott McDonald
John R. Rising-Moore
Gary Price
Gregg Throckmorton
Elaine Zukerman

BRVA Parking Task Force

Wendell Bunting
Steven Cain
Bill Chappell
Ed Cheikh
Ann Kaplan
William McLane
John R. Rising-Moore
Gary Price
Charlotte Schrock
Gayle Stahl
James Sturman
Gregg Throckmorton, Chair
Jodie Williams
Rush Williams

Design Charrette

Steering Committee

Ed Cheikh
Henry Easter
Ann Kaplan
Larry McCloud

Other Past BRVA Board Members

Dennis Burris
Paul Eastman
Jim Eynon
Ned Huss
Ann Kaplan
William McLane,
Past President
Joe Moran
Hal Wilham
JoAnn Williams
Rush Williams

For the completion of this *Update*, special thanks also goes to the approximately 150 residents and business owners who participated in three public meetings held :

Broad Ripple Park
March 18, 1997

Broad Ripple High School
April 10, 1997

Broad Ripple Park
April 15, 1997

Citizen input during the three public meetings greatly improved each subsequent revision of the proposed land use plan and parking strategy. The consensus on the land use and parking strategies that was achieved during the meetings generated this adopted *Update*.

Other Community Support

Several other organizations have donated time and effort to the development of this *Update*.

- ◆ The architects of Second Globe have generously donated their expertise in urban design, particularly Scott McDonald and David Hoppe.
- ◆ Meeting space was also donated by Broad Ripple High School/ IPS.

Administrative and Policy Direction:

Stephen Goldsmith, Mayor

City-County Councilors (and Districts):

James Bradford (7)

Dr. Beurt SerVaas (2)

Metropolitan Development Commission:

Walter Niemczura, President

Mel Seitz

Jack H. Hall

Randolph Snyder

Lance Bundles

Robert Smith

James Curtis, Sr.

Lillian Charleston

Steve Schaefer

Department of Metropolitan Development:

Moira Carlstedt, Director

Division of Community Development and Human Services

Sherry Kohlmeyer, Administrator

Division of Planning:

Thomas M. Bartlett, AICP, Administrator

Christine Maguire, Senior Planner

Steve Cunningham, Senior Planner

Jon A. Meeks, past Administrator

Alice Gatewood, Planner

Laura Wise-Ewing, Principal Planner

Bill Gentry, Senior Planner

Division of Neighborhood Services:

Michael Graham, Township Administrator

Current Planning Section

Ed Mitro, Principal Planner

Maury Plambeck, Administrator

Tammara Tracy, Chief Planner

Department of Capital Asset Management:

Michael Cline, Project Engineer

Mark Jacob, Administrator, Capital Asset Management

Department of Parks and Recreation:

Keith Holdsworth, Senior Parks Planner

Ray Irvin, Project Manager, Indianapolis Greenways

**METROPOLITAN DEVELOPMENT COMMISSION
OF MARION COUNTY, INDIANA**

RESOLUTION NO. 97-CPS-R-003, 1997

RESOLUTION 97-CPS-R-003, 1997, AMENDING A PORTION OF THE COMPREHENSIVE OR MASTER PLAN OF MARION COUNTY, INDIANA, BROAD RIPPLE VILLAGE PLAN UPDATE.

WHEREAS, the Metropolitan Development Commission has the authority under I.C. 36-7-4 to amend the COMPREHENSIVE OR MASTER PLAN OF MARION COUNTY, INDIANA.

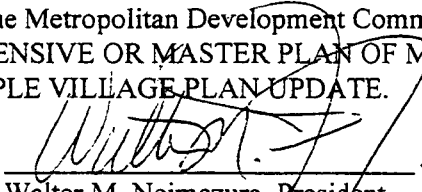
WHEREAS, the City of Indianapolis, Department of Metropolitan Development, Planning Division, has engaged in a planning process with the community to develop an amendment to the COMPREHENSIVE OR MASTER PLAN OF MARION COUNTY, INDIANA, by the adoption of the BROAD RIPPLE VILLAGE PLAN UPDATE, which is attached hereto, and incorporated herein by reference as an AMENDMENT TO THE COMPREHENSIVE OR MASTER PLAN OF MARION COUNTY, INDIANA.

WHEREAS, the Secretary of the Metropolitan Development Commission is directed to certify copies of this RESOLUTION 97-CPS-R-003, 1997, AMENDING THE COMPREHENSIVE OR MASTER PLAN OF MARION COUNTY, INDIANA, BROAD RIPPLE VILLAGE PLAN UPDATE.

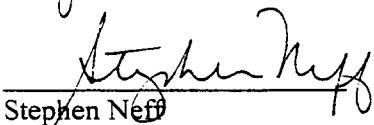
WHEREAS, the Director of the Department of Metropolitan Development is directed to mail or deliver certified copies of this RESOLUTION 97-CPS-R-003, 1997, to legislative authorities of all incorporated cities and towns in Marion County, Indiana, the Mayor of the City of Indianapolis, the City-County Council of Indianapolis and Marion County, and Board of Commissioners of Marion County, Indiana. The Director shall also file one (1) copy of the resolution in the office of the Recorder of Marion County, Indiana.

NOW THEREFORE BE IT RESOLVED, that the Metropolitan Development Commission of Marion County, Indiana, hereby amend the COMPREHENSIVE OR MASTER PLAN OF MARION COUNTY, INDIANA, by the adoption of the BROAD RIPPLE VILLAGE PLAN UPDATE.

Dated: MAY 07 1997


Walter M. Neimczura, President
Metropolitan Development Commission

APPROVED AS TO LEGAL FORM AND
LEGAL ADEQUACY THIS 21 DAY
OF April, 1997.


Stephen Neff
Assistant Corporation Counsel